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KUZBASS FULFILLS PLAN BUT FAILS
TO ACHIEVE CAPACITY PERFORMANCE

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A considerable number of mines and trusts in the Kuzbass completed the Five-Year Plan ahead of schedule and ensured further growth in industrial production, not only by introducing new capacities and construction, but chiefly by a more efficient exploitation of existing capacities and modern technique. Capital investment in 1950 was four times as great as in 1946. In 1950, the Kuzbassugol' Combine and the Kemerovugol' Combine, exceeded the plan for coal output and fulfilled the pledges they had made in a letter to Stalin. Labor productivity for 9 months of 1950 was 10.5 percent higher than in the same period of 1949, in the case of the Kuzbassugol' Combine, and 19.5 percent higher in the case of the Kemerovugol' Combine.

Although all coal mines, plants, trusts, and other Kuzbass enterprises have the ability to fulfill or even exceed the state plans, not all of them work uniformly. In the past years a large number of mining machines have been received in mines. These include combines, coal- and rock-loading machines, universal cutting machines, scraper conveyers, modern backfilling machines, and other new mechanisms. In construction work there is extensive use of powerful tower cranes, dumping cars, mud pumps, excavating machines, BCH-1 pneumatic loaders, etc.

Outstanding Kuzbass personnel are successfully mastering the new technique and are considerably exceeding the established norms. For example, in one section of the Mine imeni Kirov of the Leninugol' Trust, a Donbass combine achieved a productivity of 10,000 tons a month, and in Section 4 of the Kapital'naya-1 Mine of the Molotovugol' Trust a productivity of 9,000 tons a month was attained using a Donbass combine.

However, the new technique is still inadequately used by the basin as a whole. The average monthly productivity of mining combines for the Kuzbassugol' Combine was 99.5 percent of the norm for 10 months of 1950, and

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this figure for the Kemerovugol' Combine was 100.5 percent, but a number of trusts, notably the Kuznetskugol' and the Anzherougol' trusts, were far from fulfilling their norms.

The average monthly productivity of the coal-loading and rock-loading machines was only 85 percent of the established norms. These machines were poorly utilized in the Kuybyshevugol', Kaganovichugol', and Propok'yevskugol' trusts. The established norms for excavators, bulldozers, tractor scrapers and other mechanisms used in construction work and in enterprises of the Glavkuzbasseshkhtostroy (Main Administration of Mine Construction for the Kuzbass) were also unsatisfactorily met.

In many mines, loading machines, as a rule, operate only 1.5-2 hours a shift and are idle for the rest of the time because of poor ventilation at the mine faces and a lack of empty cars. It takes only 2-3 minutes to load a mine car with the aid of a loading machine, but it takes 15-20 minutes to shift mine cars by hand. Some mine faces, provided with combines, are idle 30-47 percent of the working time.

Poor work organization accounts for the mines making a poor showing on the cycle work schedule. The daily average for all mine faces in the Leninugol' Trust mines is 0.72 cycle and for the Anzherougol' Trust mines, 0.65 cycle.

During 1950 a total of only ten efficiency suggestions was made in the Molotovugol' Trust and only three of these were introduced into production, while in the Kuznetskugol' Trust 12 suggestions were proposed and not one of them was adopted. On the other hand, in 1949, the Kemerovugol' Combine alone achieved a saving of 2.5 million rubles as a result of adopting efficiency suggestions.

One of the painful problems facing the Kuzbass is the slow rate at which new mines achieve their planned capacities. Many new mines have recently been put into operation in the basin, but only a few of these have reached their planned capacity. The speed with which this goal is attained must be stepped up to a maximum.

The Kiselevsk Transport-Machine-Building Plant may be taken as an example of poor work in mastering the new technique and in fulfilling progressive norms. In 1948 this plant organized assembly line production of mine cars, but in 1949 this system broke down and its output was considerably curtailed.

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